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11 APR 1973

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[Redacted]

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Copy 9 of 12

11 APR 1973

MEMORANDUM FOR: Director, CIA Reconnaissance Programs

SUBJECT: Program Progress Report

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Forwarded herewith are three copies of the IDEALIST  
Program Progress Report for the period 1 January 1973 -  
31 March 1973.

[Redacted]

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WENDELL L. BEVAN, JR.  
Brigadier General, USAF  
Director of Special Activities

Attachments -

As stated

[Redacted]

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NRO review(s) completed.

[Redacted]

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[Redacted]

[Redacted]

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C/SAS/O/OSA: [REDACTED] (9 April 1973)

Distribution:

- 1 - D/CRP
- 2 - D/CRP
- 3 - D/CRP
- 4 - DDS&T Reg
- 5 - D/SA
- 6 - SAS/O/OSA
- 7 - D/O/OSA
- 8 - IDEA/O/OSA
- 9 - INTEL/O/OSA
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Section 1

## OPERATIONAL SUMMARY AND STATUS

(1 January 1973 - 31 March 1973)

|    |                             |
|----|-----------------------------|
| I. | OPERATIONAL MISSION SUMMARY |
|----|-----------------------------|

A. [ ] IDEALIST TACKLE operational missions were alerted during this period. [ ] were flown, two were cancelled by Project Headquarters for weather, [ ]  
[ ] All missions were planned to be flown no closer than 25 nautical miles to the China mainland coast. Following is a summary of these missions:

1. Mission C013C was flown on 4 January 1973 along the central China coast from Shanghai, south to Quemoy. This was an island search mission using the "B" camera. Due to 95 percent cloud cover, only nine of 99 programmed COMIREX targets were covered. [REDACTED]

2. Mission C043C, planned for island coverage along the central China coast, was flown on 31 January 1973. Weather again precluded coverage of all programmed targets; however, 16 programmed and six bonus COMIREX as well as nine non-COMIREX targets were covered. [REDACTED]

3. Mission C053C was flown in the Port Arthur area on 24 February 1973. Photo interpretability was fair and 54 targets were covered, 15 of which were bonus.

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5. Mission C093C was flown in the Taiwan Straits area on 22 March 1973. Photographic coverage was obtained of 42 targets, 38 of which were programmed. [REDACTED]

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6. Mission C103C was flown on 27 March 1973 along the central China coast north from Quemoy to Shanghai. Photographic coverage was obtained of 107 targets, 28 of which were COMIREX. [REDACTED]

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B. Two missions were flown [REDACTED] to obtain standoff photography of coastal North Vietnam with the "H" camera. These missions were planned to approach no closer than 12 nautical miles from the mainland or offshore islands. Excessive cloud cover and heavy haze conditions combined with some processing anomalies resulted in less than anticipated coverage of this area.

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1. Mission S013E was flown on 30 March 1973. Excessive cloud cover and haze were encountered after three photo flight lines and the mission was aborted.

2. Mission S023E, flown on 31 March 1973, was aborted for weather after completing four photo flight lines.

II. [REDACTED] GENERAL

A. [REDACTED] RED DOT - Eight sorties were flown in support of continuing film tests using various film types and camera configurations.

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D. [ ] Pilot Training - The Detachment Commander, [ ]  
[ ] completed eight low altitude training sorties in the U-2R.

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E. [ ] "B" Lens - Two qualification flights were flown with the modified "B" configuration.

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F. [ ] COMPASS TRIP - Seven sorties were flown to complete the [ ] coverage of controlled poppy growth in Puerto Rico. Two sorties were flown with black and white film, three with color, [ ] McCoy AFB, Florida was used as an operating location.

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III. [ ] PILOT AND AIRCRAFT STATUS (AS OF 31 MARCH 1973)

A. Detachment "G" (Edwards AFB - North Base)

Aircraft 2 U-2R

Pilots

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B. Detachment "H"

Aircraft

Pilots

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Section 2

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 January 1973 - 31 March 1973)

I. AIRFRAME

A. J-75P13B Engine - The installation of improved third stage turbine blades to increase engine life expectancy continued. During this quarter new blades were installed in nine engines, making a total of 31 completed. Additionally, an improved first stage turbine blade is available through commercial sources. This improved blade has been installed in one engine. Action is in process to procure and install two additional sets to test durability. It is anticipated that this modification will permit the extension of Hot Section Inspection (HSI) an additional 100 hours and Time Between Overhauls (TBO) an additional 200 hours. If this proves true, improved first stage blades will be installed in the remaining engines.

B. U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft since introduction include 10,681.7 hours on 3,290 sorties as of 31 March 1973.

2. Flight test and operational data are depicted below:

|         | <u>1 JAN-31 MAR</u><br><u>FLIGHTS</u> | <u>1 JAN-31 MAR</u><br><u>TIME</u> |
|---------|---------------------------------------|------------------------------------|
| 1 - 051 | 50                                    | 127.8                              |
| 2 - 053 | 52                                    | 134.8                              |
| 3 - 054 | 62                                    | 168.4                              |
| 4 - 055 | <u>44</u>                             | <u>155.3</u>                       |
| TOTAL   | 208                                   | 586.3                              |

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II. PAYLOAD

A. "H" Configuration - The new lens installed in "H" Serial Number 002 produced unsatisfactory results during flight test for qualification. The configuration was returned to the contractor's facility for engineering evaluation in early December. At the end of the quarter it was still in the plant.

B. "B" Configuration - The first B-3 system incorporating the new apochromatic f/8 lens was delivered on 23 March 1973. This lens satisfied the bench specification testing requirements prior to installation in the camera system. The first test flight of the B-3 was 27 March 1973.

C. Camera - OSA is providing technical and contractual support to OSP and the NRO for the acquisition of a second f/3.5 apochromatic lens and variable slit modifications to the scan heads of the camera. A fixed price contract has been accepted for the lens. OSA involvement is expected to continue until the fourth quarter of FY 1974.

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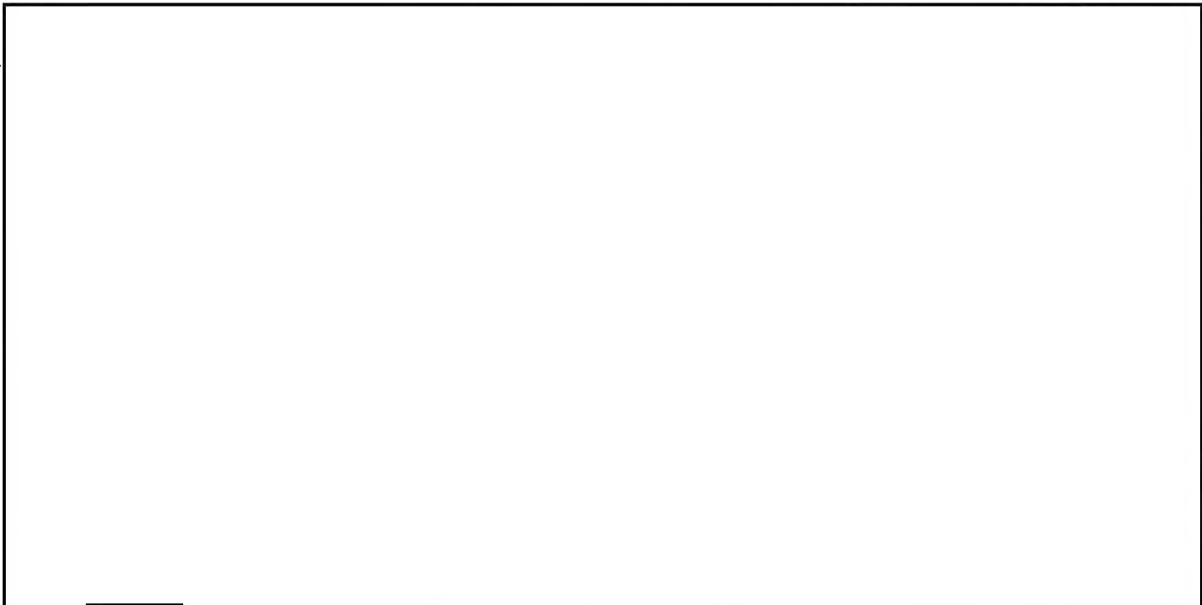
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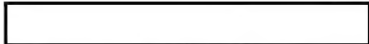
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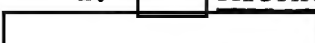
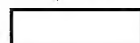
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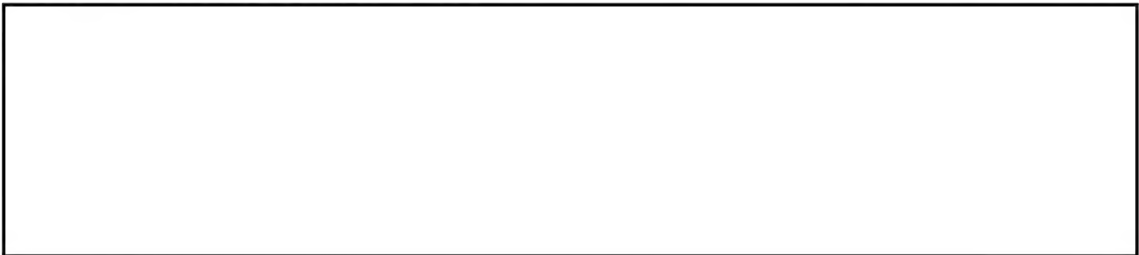


IV. AERO MEDICAL AND LIFE SUPPORT ACTIVITIES

A. Medical Activities

1. COMPASS TRIP - In February  C/AMS/OSA, served as Detachment Flight Surgeon at McCoy AFB, Florida for the final COMPASS TRIP deployment. He was also able to visit the SAC Life Support facilities during this period.

2. Alcohol Study, Far East - Based on information that  whiskey, had been found to contain wood alcohol, specimens of this and two popularly consumed  alcoholic beverages were obtained from the field and submitted to TSD and the USAF Surgeon General's Office for analysis. Reports have not yet been received.



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6. Personnel Notes

a. [ ] has been nominated by the USAF for a desirable overseas assignment prior to completion of his tour with OSA. Gen. Bevan had indicated his approval providing certain requirements were met. The Air Force nominee for replacement has been interviewed.

b. [ ] Agency Medical Technician [ ] is resigning to enter a "Physician's Assistant" Course at the University of Oklahoma.

c. [ ] at Detachment "G" graduated from the first class of a new USAF Senior NCO Staff College at Gunter AFB, Alabama.

B. Life Support Activities

1. Survival Weapon - The first of 26 new 22-caliber survival weapons was delivered to Headquarters on 1 March. This weapon has been test fired at Ft. Meade, Maryland, and appears to be completely acceptable as a survival aid for packing in the U-2R seat kit.

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2. ☐ Automatic Seat Kit - The ☐ terrain radar sensing device feasibility study is presently 40 percent complete. The design engineering section indicates that the concept is sound and the only major constraint to date is in the area of miniaturization and packaging. Test flights from a helicopter will begin during the next quarter.

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3. ☐ S1010 Pilot Protective Assembly (PPA) Prototype Helmet - The first flyable model of the S1010 pressure suit helmet was delivered during March 1973 along with a modified pressure suit to mate with it. This suit was from bonded stock and sized to accommodate at least a portion of the current pilots for short flights. Test flying will begin during the fourth quarter of FY 1973 to determine pilot acceptability.

4. ☐ RQ-225 Parachute Repack - Headquarters Life Support is considering a personal parachute repack capability for Detachment "H". At the present time five parachutes are kept operationally ready at the detachment and when due repack, which is every 90 days, they are shipped via commercial air to Lockheed Aircraft Corporation, Burbank, California. A Protective Equipment Technician who is a Master Parachutist and has previous experience in parachute repacking, has recently been assigned to Detachment "G" for further assignment to Detachment "H". If his packing technique proves to be acceptable, a considerable savings in transportation costs would be gained. Additionally, the 10 days of transit and customs delays would be eliminated.

C. ☐ Training Activities

1. Water Survival Training - Water training was conducted at ☐ indoor swimming pool for ☐ ☐ Training was accomplished in the standard low flight equipment and the S1010 PPA full pressure suit, survival kit, and one man liferaft. Both pilots also received initial training in drown-proofing.

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2. Physiological Training at Detachment "G" - Physiological training, pressure suit chamber flights, and explosive decompressions were accomplished by [REDACTED]

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[REDACTED] Both suits required some factory rework for proper fit. This has been completed and the suits are now in place at Detachment "G".

3. Arctic Survival Training - The Headquarters Life Support Officer accompanied the Detachment "G" [REDACTED] on his initial Arctic survival training exercise conducted in January 1973 in the Sierra Mountains of California.

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